

CARING FOR ROYAL VISITORS.

SIR WILLIAM COLVILLE'S DIFFICULT CORONATION TASK.

Years Trouble With the Indian Princes, Who Are Intensely Jealous of Each Other—Secret Service Men Also Have Trying Work Ahead of Them.

Special Cable Dispatch to THE SUN. LONDON, May 31.—The Shah of Persia, who has been spending a week with the Emperor William, makes no secret of his dissatisfaction with the manner in which he was treated in Italy. He has not yet grasped the full meaning of the state of affairs that exists in Rome, owing to which he was unable to visit the Pope without the indignified make-believe of starting from the house of a diplomat directly accredited to the Vatican. He suspects that it was part of a deliberate plan by the Italian Court and Government to shorten his stay in Italy and all the numerous and elaborate explanations made have failed to remove the suspicion.

The weather and other things combined to upset the Shah's nerves from the moment he set his foot in Italy. The Shah at present has no intention of being in London during the coronation festivities, for which the British Court officers are devoutly thankful. Certainly they have enough work on hand.

The man who is chiefly responsible for the anxiety which Sir William Colville, Master of ceremonies to the King, already this unhappy individual only manages to get six or seven sleep a night, so that according to the law of averages he will be unable to sleep at all when the coronation ride is at the flood.

He had no difficulty with the first visitor, King Lwanka of Barotsche, the first of whom was formally presented to King Edward on Thursday. Nor, indeed, was that to be expected; for Lwanka was too grateful for being permitted to come to give any trouble. He is a disreputable fellow, who for years wallowed in the blood of his own and adjoining peoples. To-day, although he is still a pagan, he is one of the pets of aborigine protection and missionary societies.

Prince Sheng, too, representing the Emperor of China, is accepted without grumbling. Fine quarters were prepared for him at the Hotel Cecil, although judging from a remark he made on his arrival on Thursday he had expected to reside at the royal palace.

It is with the Indian Princes that Sir William Colville has trouble. They number a good dozen, and all of them are bringing embarrassingly numerous suites. They are intensely jealous of each other and tenacious of the smallest right or privilege of their rank and precedence, even to the exact number of guns fired in their honor, which is, of course, regulated by precedent. But this will not prevent any one of them from trying to steal a march on the others.

Another very busy and anxious man is Chief Inspector Melville, the head of the police force. His responsibility is the physical safety of every European Prince brought here by the coronation, and it is a grievous one, for it has to be sustained by the very inadequate means of his department.

It is always short-handed and starved for money. It is now being reinforced by detectives loaned by the German, Russian, Austrian and Italian Governments, and Inspector Melville has set himself the task of keeping and keeping under constant observation every known Anarchist, British or foreign resident, permanently or temporarily in London. The precautions for guarding the King's person during coronation week are said to be extraordinarily elaborate and complete.

MR. MORGAN'S RICH GIFT TO KING

A \$500,000 Tapestry to Hang Behind the Coronation Chair.

Special Cable Dispatch to THE SUN. LONDON, May 31.—It was announced a few days ago that King Edward had received from an unnamed donor a magnificent tapestry which is to be hung behind the coronation chair in Westminster Abbey. This grand old fabric has now been received at the Kensington Museum, where it is being put in perfect order.

It is reported to be Spanish, but is probably of Flemish origin. It represents in the central figure a king enthroned, with a crowd paying him homage. It may, perhaps, be intended to represent the coronation of an ancient king. The colors are beautifully preserved. Overall there seems to be a light frost of gold which deepens with the shadows, the heaviest shading being of pure gold. The whole effect is one of great magnificence and beauty.

The tapestry measures about 12 by 8 feet and is one of the finest in the world. It is now announced that the donor is Mr. J. Pierpont Morgan and that he recently purchased the tapestry in France for £100,000.

ROOSEVELT WRITES TO POPE.

Cardinal Martini Said to Have Taken Cardinal's Letter.

Special Cable Dispatch to THE SUN. ROME, May 31.—It is stated that Cardinal Martini, the late Apostolic Delegate at Washington, brought with him to Rome an autograph letter from President Roosevelt to the Pope.

The belief that Bishop McDonnell of Brooklyn will be made the Archbishop of the diocese of New York is strengthened by the fact that he is remaining in Rome at the request of the Pope, although he had made all arrangements for returning to Brooklyn.

Cardinal Martini is strongly advocating the transfer of Mr. Falconi from Canada to Washington as the Papal envoy. It is not probable, however, that either the appointment of the new delegate or the Archbishop of New York will be officially announced until some time after the June Consistory.

The Commissioners who are consulting with the Pope in regard to Church property in the Philippines have been having a busy time in Rome, despite the delay in Gov. Taft's arrival. It is understood that the ground has been cleared of a good deal of the details, and which involve the Archbishop of Manila, who will be officially announced until some time after the June Consistory.

ENGLISH SOCIETY DIVORCES.

Unusual Number Now—Cabinet Member Involved in One.

Special Cable Dispatch to THE SUN. LONDON, May 31.—The number of divorces among prominent society people which will take their place on the court lists after the coronation is beyond precedent. One, which has been much talked about for months, and which involves a Cabinet Minister, will probably not reach a judicial decision, the members of both families having patched up the matter.

Another case is that of a member of Parliament who is seeking a divorce from his wife, who is as well known as himself in literary circles. The suit is brought on account of her alleged relations with a certain explorer.

C. VANDERBILT AT THROTTLE.

EXPLANATION OF SHAKING UP SOLDIERS OF 12TH REGT.

Col. Dyer Says It's No Such Thing—A Private Felt From the Train and Cut His Head—Train Was Stopped So Suddenly a Coupling Pin Was Broken.

The Twelfth Regiment, 900 strong, went into camp yesterday at Peekskill. The regiment, an old section, left the special train from Thirtieth street and North River. When the first section was boarded the train Second Lieut. Cornelius Vanderbilt was standing by the engine talking to First Lieut. Reggie Foster of Company G.

The engine was equipped with the first box invented by Lieut. Vanderbilt. Lieut. Foster remarked that he had never ridden on an engine and Lieut. Vanderbilt invited him to ride on the engine with him. They got into the cab of the locomotive and the engine started. That much is admitted. As to what happened after that there are two stories.

The first, which is generally believed by members of the regiment despite denials from the officers, is that Lieut. Vanderbilt was running the engine. At any rate, the engine and the cars did not move as smoothly as engines are supposed to on well equipped roads. The train went with jerks and bounds, according to this story, until the engine was rounding the curve at Eighty-sixth street. Then the engine made a quick start, seemed to stop, and then jumped ahead with a jerk.

Private Williams of Company F was tossed off the train. He struck on his head, cutting it quite severely. The train was stopped, but not without the coupling pin between the engine and the first car being broken.

Williams was picked up by several members of the company and taken to a nearby house. The broken coupling pin was replaced with another and the train started again. It is not said whether Lieut. Vanderbilt remained at his post or whether the regular engineer took charge of the engine.

At Peekskill last night, Col. Dyer, commander of the regiment, gave another version of what occurred. He admitted that Lieut. Foster and Lieut. Vanderbilt were on the engine.

"The regular engineer, however, ran the engine," Col. Dyer said. "Lieut. Vanderbilt and Lieut. Foster sat on the left side of the engine."

"In going around the curve at Eighty-sixth street Private Williams fell off the train. The fireman, who was looking out of the window, saw him fall. He signalled to the engineer to stop. The train stopped with a sharp jerk. It was so sudden that the coupling pin between the first and second cars was broken. The train was stopped for an hour and the damage was repaired and the train went on again."

That was the only incident of the trip of the regiment to Peekskill last night. A squad of about twenty men of the Ninth Regiment, which is in camp with the Twelfth, were riding on a trolley car from the camp to one of the outposts on Peekskill creek. The car didn't go fast enough for them and the trolley car controller away from the motorman.

HE HELPED BOOTH TO FLEE.

Death of A. B. Bainbridge, Who Was Tried for Abetting Lincoln's Assassination.

While dressing at his boarding place, 68 Charles street, yesterday morning, Absalom Bainbridge, fell dead of apoplexy. He was born on his father's plantation, Fryingpan, Virginia, in 1845, and served through the war as a member of Col. Mosby's, attaining the rank of Lieutenant.

On his way home, accompanied by his cousin, Major M. B. Ruggles, after Mosby's men had dispersed, Mr. Bainbridge came upon Booth, who was trying to escape after the killing of President Lincoln. The two men assisted Booth to cross the Rappahannock. They were afterward arrested and sentenced to death, but were released. He came to New York later, going into the house of Arnold, Constable & Co., where he remained for a number of years. He was with Vanitie & Co. at the time of his death. He leaves a wife and two children by a former marriage. The funeral will take place at St. Monica's.

MAJOR PATTEN'S OATS CORNER.

Chief Executive of Evanston, Ill., Makes Things Lively in Chicago Pitt.

CHICAGO, May 31.—Surrounded by excited traders, Mayor James A. Patten of Evanston stood in the middle of the oats pit on the Board of Trade today and watched the price of May oats rise to 49½ cents as the result of the late efforts of shorts to cover. It was the last day for the man who had oats sold for delivery this month, and those who did not have the grain to deliver were forced to bow to Mr. Patten's terms.

So complete was the control which the speculator had on the market that traders agreed he could have sent the price several cents higher had he seen fit to do so. Mr. Patten apparently was not disposed to put out too severe punishment to follow traders who were so unfortunate as to get caught in his deal.

Opportunity has been taken by the shorts to settle from time to time, and for this reason the number of shorts outstanding was comparatively small. In all, about 20,000 bushels of May oats were traded. There were no shorts outstanding at the close of the day. The number of shorts outstanding was comparatively small. In all, about 20,000 bushels of May oats were traded. There were no shorts outstanding at the close of the day.

SHOT AND ROBBED IN A CAR.

Young Man Found Wounded by the Track Says He Was Thrown Out.

CHICAGO, May 31.—After being shot and robbed in a struggle in a refrigerator car and hurled from the moving train, F. R. Kenton, 22 years old, who says he is the son of C. Kenton, a stockman at a farm near Mifflord, Conn., was picked up by a passing farmer early to-day, near Mifflord, Ill.

According to his story, Kenton worked at Danville, Ill., in a shoe factory. He decided to come to Chicago and determined to ride in a stock refrigerator car. He was in the car when it was stopped by a man who told him to get out. He was thrown out of the car and was shot and robbed.

When he refused to give up his money he was attacked and knocked down and robbed of \$30 and a gold watch. After the robbery he was shot in the leg and was taken to a hospital. He was taken to a hospital where he is now recovering.

51,000,000 TO A BRIDE.

The Lander Family Won't Admit That Mr. Carnegie Gave That Sum.

PITTSBURGH, May 31.—Miss Harriet M. Lander received \$51,000,000 as a wedding gift from Andrew Carnegie on one in the Lander home on Penn avenue can be induced to admit it. Miss Lander became Mrs. James C. Greenwood on Thursday, and today's story was reported to be on the authority of Mr. Greenwood, of Hot Springs, Ark., father of the bridegroom. The bridegroom had given his bride a million-dollar wedding gift. The bridegroom had given his bride a million-dollar wedding gift.

UNION LEAGUE REJECTS GATES

AS NEW YORK YACHT CLUB DID A YEAR AGO.

Name Did Not Get Beyond the Committee on Admissions in Either Case—In Both Cases John W. Gates and His Son Charles Failed to Secure Membership.

John W. Gates, whose name was rejected in May last year by the Committee on Admissions of the New York Yacht Club, has had a similar experience at the Union League Club. After his name had been on the waiting list of the club for a year, the Committee on Admissions of the Union League, at an executive session held two weeks ago, passed on the nomination, as it is understood, unfavorably. Since then Mr. Gates's name has been withdrawn by his sponsors. His son Charles, who applied with him for admission to the New York Yacht Club and was rejected, has withdrawn his name from the Union League Club's waiting list without waiting for the Committee on Admissions to pass on it.

When Mr. Gates first thought of becoming a member of the Union League he enlisted the support of a member who is well known in the Wall Street district. This man, according to The Sun's informant, is not a very active member of the club. So he in turn went to another member who is more active in the club and in the social world. The financier proposed him and the members seconded him. Mr. Gates and his son were recommended. The waiting list of the Union League Club is a long one and the candidates for membership are passed upon by the Committee on Admissions in the order of their proposal.

After the candidate's name and address, together with the names of the members proposing him and the members seconding him, was made known to the committee, the candidate's name is referred to the Committee on Admissions. This committee consists of fifteen members. John C. Tappan is the chairman and George S. Terry, the Secretary of the club, is also the Secretary of this committee. The proceedings of the committee are secret and confidential, and the by-laws of the club say that no member shall be a member of such committee shall be questioned as to the actions of the committee.

The committee considers all communications relative to the candidates for membership and each name is passed upon separately. Two negative votes in the committee kill a candidate's chances for membership. The approval of a candidate by this committee is a necessary condition for his admission to the club. The club votes on the names recommended by the committee, but it takes negative votes to the number of one-third of those cast to exclude a recommended member. This rarely happens.

When Mr. Gates's name was not favorably reported by the Committee on Admissions his friends took a new tack. They proposed that he be recommended as a member of the club. This plan was brought to the attention of a member who was well versed in the by-laws of the club, and he informed them that non-resident members are no longer elected.

Then Mr. Gates's friends gave up all hope. Young Mr. Gates's friends withdrew his name a few days later.

GOLFING DEBATE AT TUXEDO.

Ex-Attorney-General Griggs Argues Down the Committee.

Former Attorney-General Griggs tied up in the golfing debate at Tuxedo, N. Y., the annual handicap of the Metropolitan Golf Association yesterday at the Tuxedo Club, but it looked for a spell as if he were to lose the distinction through having his handicap cut down. If the distinguished jurist were not as quick to argue a legal point as he is in driving off the ball his place at the finish would have been far from a doubtful one.

The controversy was due to a misconception by the committee members in charge of the tournament of their power in the matter. At the usual open tournament the committee in charge rate the contestants before the start on the opinion of each man's standing, taking the handicap list as a guide in a general way. This list is compiled annually, and as a public test has always been accepted as it stands for the handicap held at the annual championship tournament.

But the present was the forty-fourth club in the Metropolitan Golf Association. The handicap list was compiled by the committee, which this year consisted of A. H. Larkin, George Harvey and J. R. C. Tappan, from scratch to scratch. The handicap list was compiled by the committee, which this year consisted of A. H. Larkin, George Harvey and J. R. C. Tappan, from scratch to scratch.

CRANK ALARMS MISS GOULD.

Tries to Get Into Her House and Tells People in Street That He's Her Husband.

TARRYTOWN, N. Y., May 31.—A crank from Kansas who declared himself to be the husband of Miss Helen M. Gould was arrested in Irvington late last night. He was fairly well dressed, is about 55 years old and well educated.

It appears that he has been annoying Miss Gould for several months and she has received many letters from him. He went to Lindhurst last evening and when the servant came to the door he asked to see Miss Gould, his wife. He was persuaded to go away. Then he returned to Irvington and standing in Main street shouted to passers-by that he was Miss Gould's husband.

The man was arraigned before Judge Taylor and Miss Gould sent to the Judge some of the letters he had written to her. He told Judge Taylor that he was James H. Anderson of Kansas. The Judge sent him to the White Plains jail to be examined by a physician. It took two officers to take him away.

MISS GOULD RIDES IN CARRIAGE.

Missed the 6:45 Train at Poughkeepsie and Wouldn't Wait for the 9:55 Train.

POUGHKEEPSIE, May 31.—The trolley accident on Friday on the New Paltz Traction Company's line delayed Miss Helen Gould and a party of her friends, who were returning from Lake Mohonk, and caused them to miss the 6:45 train on the Hudson River Railroad, on which they expected to return to Tarrytown.

At the railroad station here the proposition was made to Miss Gould to take a special, but she declared that the occasion did not warrant so much fuss and refused to consider this way out of her dilemma.

Miss Gould was positive that she would not wait for the 9:55 P. M. train, which was too late to suit her plans, and was equally positive that she would get to Tarrytown on an earlier train without taking a special. While she was talking with the station officials the milk train, in charge of Conductor John Lange, came along. On the rear of the train was an old coach used as a catbox.

Miss Gould inquired if she and her friends could ride in it, and when an offer was made to attach a new coach to the train she refused it, saying that the old coach was as good enough for her. Miss Gould and her party made themselves comfortable in the dingy coach, and when they left Poughkeepsie seemed to be enjoying their novel experience.

SPENDS FIRE CHIEF P. F. RYAN.

Mr. Sturge Investigating Scandal About Department Repair Shop.

Fire Commissioner Sturge suspended from duty yesterday Patrick F. Ryan, Chief of Construction and Repairs to Apparatus, pending an investigation into the management of the repair shops of the Department for Manhattan and the Bronx. Chief Ryan, who ranks as a Chief of Battalion in the uniformed force, has been in charge of the repair shops since 1901.

The investigation was the result of statements made to the Commissioner that large quantities of inferior material have been received at the repair shops and worked up into repairs to the apparatus of the department, and also that charges for overtime on Sundays and holidays have been made on the payroll which were not necessitated by the requirements of the service.

RACING AUTO MOWS CROWD.

HUGE MACHINE LEAVES COURSE. CRASHES INTO SPECTATORS.

Man Killed and Many Hurt at Staten Island Speed Trials—Ton-and-a-Half Racer Was Going Faster Than a Mile a Minute. Spectators Had Been Warned and a Policeman It Was Said, Had Refused to Disperse Them—W. C. Baker, Owner, and C. A. Denzer, Driver, Arrested.

A powerful electric automobile, built for the sole purpose of breaking the kilometre and mile records for electric machines at yesterday's speed trials at the Automobile Club of America at Grant City, Staten Island, swerved when within a few hundred yards of finishing one of the fastest miles ever made by any kind of a machine, and, plunging into a crowd of spectators, hurled them to the right and left with frightful force.

One man was killed outright. The sharp nose of the machine hit him in the chest as he struggled to get out of the way, and as he fell the steel spokes of one of the wheels, having rid themselves of their wooden rim as they whirled in the air, entered his body at three different points, killing him instantly and mangle his body horribly.

Seven persons, including two women, are known to have been injured by the plunge of the big machine, and it is estimated that at least twenty others sustained slight injuries. The police were able to get the names of only six people who were hurt, and of these only one may be said to be in any danger of death. That more people were not killed is due to the fact that the machine had been warned as it plunged off the course and being of the flimsiest construction, what was left of the wheels, rims and tires crumpled and bent and the vehicle turned over on its side, while its motors buzzed and groaned until their power was exhausted.

Following is the list of the dead and injured, as gathered by the police:

DEAD.
PATRICK F. RYAN, 35 years old, of 121st Street, New Brighton. He was a local Asbury of Tuxedo. His body was taken to 102 1/2th Street, Stapleton, by order of Coroner Schaefer.

BOWEN, JOHN T., 35 years old, of Stapleton; coroner's certificate of death issued.
BOWEN, CHARLES O., of Stapleton, hurt slightly about the leg.
BRICK, JOHN, 25 years old, of Calverton, New York; severe scalp wounds.
BAY, MISS LILLIAN, 30 years old, of Richmond road, Concord, face badly cut.
CONKINS, MISS ANNE, 40 years old, of Rossville, fracture of the right leg.

KENT, PATRICK, 60 years old, of 221 Bay Street, Clinton; fracture of the right thigh.
TAYLOR, JOHN, 40 years old, captain of the Quarantine boat, lives on Bay View avenue, Rosedale; scalp wounds, fracture of the right thigh and of the left leg, removed to the S. H. Smith infirmary, where he was said last night that he might not live.

The men who were running the machine and who lost control of it at such a critical moment were Walter C. Baker, of Euclid avenue, Cleveland, Ohio, and Charles W. Denzer, of 174 Durbin street, Cleveland, Ohio. Mr. Denzer is President of the Baker Motor Vehicle Company of Cleveland, which built the machine for the purpose of securing the world's record. Mr. Denzer is the company's most expert driver, and, as he had a hand in the construction of what was to have been a world beater, he was supposed to know it perfectly.

Denzer said after the accident that beyond a doubt the machine would have made the distance in between 40 and 50 seconds had it gone on to the conclusion of its journey. It was while going at this frightful speed that the electrical control of the steering apparatus, sending the machine over to the right of the road, failed and then in a last effort to save the life, where a great crowd was gathered to watch the trial. Some idea of the speed with which the machine was going may be gained from the fact that as it made its sharp turn Mr. Baker and Mr. Denzer were thrown from their seats, in a second they were on the ground, and before they could get up they were hurled into the air and landed on the ground. They were picked up by a crowd of spectators and taken to the hospital.

When the police were requested to produce the drivers at the coroner's office they refused. Then Lawyer Creak, who had been retained went to the station house and was permitted to enter the machine. He then went to the station house and was permitted to enter the machine. He then went to the station house and was permitted to enter the machine.